

## George W. Scott Says Consular Agency Should Be Reopened.

Presents Good Argument and Strong Array of Facts.

Mr. George W. Scott, the veteran newspaper correspondent, who has a practical knowledge of the needs of the fishermen in the locality, gained from an acquaintance with provincial ports from his youth, to which is added an experience of many years as a fisherman from this port, in a communication to the Times, gives the following cogent reasons why the United States consular agency at Shelburne, N. S., should be reopened. His communication on the matter covers the ground from the fishermen's standpoint, and he substantiates his claims by figures from official reports showing the use of Shelburne by the American fishing fleet.

His communication is as follows:

Messrs. Editors:—I was surprised and in fact it was beyond my comprehension to learn why the United States consulate at Shelburne, N. S., has been closed indefinitely by the Federal authorities at Washington, and the consular agency at Barrington maintained. This action certainly seems to me as very unwise, when so many American fishing vessels call daily at Shelburne seeking information, as well as medical treatment for some sick member of their crew.

Shelburne is a port of considerable importance, as well as being the shire town of the county of the same name. It is a place where the county and supreme courts are held, as well as being headquarters for all legal information, customs and otherwise.

Now Barrington is a place where vessels do not make a harbor, owing to the entrance being greatly obstructed by ledges and shoal grounds. Large coastwise craft and vessels from foreign ports never go there for information, while Shelburne is a port of call for such craft, which often put in there for orders. It is nothing unusual to see some dozen large square rigged and other vessels at one time lying in the roadway at Shelburne, awaiting orders. Many of whom are Americans, especially the big four and five masted schooners. The masters of those vessels would naturally seek the desired information from the consul, where they would have first to go, should they be called upon as the law directs them to enter their vessels at the customs department.

Why should the consulate at this important port, which has one of the finest harbors on the North American continent, as well as the easiest of access from Grand Menan to Sydney, be closed? It is true that there is a consular office at Yarmouth, which is 45 miles from Cape Sable by water, up the Bay of Fundy, but it must be remembered that very few American vessels go there, other than the steamers which ply between Boston and that port daily in late spring, summer and early autumn.

The distance from Yarmouth to Barrington by train is 53.7 miles and to Shelburne 85.9 miles. Then why should these two consulates be so close together and more especially one of them at an important place where even the smallest of American fishermen call.

A glance at the Canadian Blue Book shows that a large proportion of the modus vivendi licenses taken out at provincial ports were at Shelburne, and that more than 200 American fishing vessels has been reported as arriving at that port annually for the last five or six years.

The first consulate east of Shelburne is at Liverpool, a distance of 45 miles by water and 51 by train.

The consular agent at Shelburne a few years ago was a Mr. White and I presume he occupied the office when it was closed. He was a gentleman, as all know who have had business with his office, of brilliant legal attainments and just such a person to give any authoritative information if desired.

Masters of the American fishing fleet feel chagrined over the closing of this consulate, and well they may, for only a few days ago one of them put in at that port to secure medical aid for a sick member of his crew, and by this office being closed was compelled to send the man home instead of to the hospital as has been done heretofore when consular service existed there.

Like many others with whom the writer has talked I am inclined to think that the closing this office in preference to that at un navigable Barrington, is as ridiculous as placing a stone cap on a wooden post.

Another thing that makes Shelburne a place of great importance is the Halifax and South Western Railway that has been opened a short time ago, which operates by the shore route from Yarmouth to Halifax, a distance of 248 miles. Through this avenue of travel hundreds of American tourists pass to and fro weekly at Shelburne, and to them it must seem singular that the United States does not continue to maintain a consular office at that place.

GEORGE W. SCOTT.

## FIVE FARES AT PORTLAND.

### News of Mackerel on Maine Coast Confirmed.

#### SKIPPERS SAY OUTLOOK IS GOOD

#### Sch. Esperanto Set at a Big School but Hung Up.

The telegraphic reports in the Times yesterday of seiners taking mackerel on the Maine coast were verified this morning by the arrival at Portland of five of the fleet with fares of fresh mackerel.

The vessels are as follows:

Sch. Esperanto, Capt. Charles Maguire, 75 barrels fresh mackerel.

Sch. Constellation, Capt. Charles H. Harty, 50 barrels fresh mackerel.

Sch. Clintonia, Capt. Ralph Webber, 50 barrels fresh mackerel.

Sch. Mary E. Harty, Capt. Reuben Cameron, 50 barrels fresh mackerel.

Sch. Squanto, Capt. John S. Seavey, fare not reported.

The fish were taken late Monday afternoon, near Monhegan. Sch. Esperanto set at a large school, but her seine hung up on bottom and most of the fish escaped. She saved 75 barrels out of it.

The skippers all say that there seemed to be quite a lot of fish showing and regarding the outlook Capt. Charles H. Harty of sch. Constellation telephoned this morning that it "looked good" to him.

The skippers seem to think that there are quite a lot of fish down that way and feel that some trips will be forthcoming. The fish are mostly mediums and run about one-third large.

At Portland this morning the mackerel sold at 20 cents each. The weather there today is the same as here, not much wind, but raining.

In talking over the telephone of the situation, Capt. Harty said that he got after a big school Friday night, but that the moon came up and bothered them and they did not get the fish. He estimated that it would have been worth at least \$4000 or \$5000. Speaking of the big school which sch. Esperanto got around and then hung up, he said that it was so big that it took the corks down.

## GOOD YEAR'S WORK.

### Sch. John Hays Hammond Stocked \$31,000 Since Launching.

#### Got \$4200 on Recent Quick Trip to Bacalieu Bank.

Sch. John Hays Hammond, Capt. Lemuel E. Spinney, stocked \$4200 as the result of her recent 28 days shack codfishing trip to Bacalieu bank, the crew of 23 men sharing \$86.50 each.

The Hammond has now been launched but a little over a year and in that time, under command of Capt. Spinney and Capt. Horace Wilde, has made the fine stock of \$31,000. The craft has engaged in the shack and winter haddock fisheries.

## Will Always Have Supply of Halibut.

The New England Fish Company is establishing one of the largest fish packing plants in the northwest at Ketchikan, Wash., and part of the plant is now ready for operation. Halibut will be the principal fish kept in cold storage and a big supply will be on hand at all times to meet any condition of the market. Some salmon will also be kept, as well as Alaska cod and other fish.

## NO FRICTION AT NEWFOUNDLAND PROBABLE.

Although there is yet a month or so before the first of Gloucester's herring fleet departs on its annual trip to Bay of Islands, N. F., for salt herring first and later for frozen herring, the thoughts of the season ahead have already been occupying a considerable space in the minds of those who will have vessels engaged in the business, as well as those who will command the crafts.

When some time ago, it was learned that the whole question of the Newfoundland difficulty would not be settled by the Hague this year, there was some conjecture as to what would be the method under which to proceed this season at Bay of Islands to secure herring cargoes.

The United States and English governments took up the matter early and quickly came to an understanding in the matter, with the result that matters will stand about as they were last season when the business after the first start was prosecuted with little or no friction.

As there is every prospect of a large fleet engaging in the herring fishery this coming season, it was a good move on the part of both governments to agree on a plan early and make it known, so that owners and skippers have had plenty of time to make arrangements and know what they are going to do before they start.

According to St. John's, N. F., advices the British warship Brilliant, which has made Bay of Islands her headquarters during the past three herring seasons, is not to be there, it being thought that there will be no friction and that her presence will not be necessary.

We are glad to learn this, for during the past three seasons Capt. Austruther of the Brilliant has certainly been a power for good there. He marked out a dignified, plain course and used a great deal of diplomacy in all that he undertook, with the result that his efforts received the favorable notice of the department of the colonies at Washington. Whether the intention not to have the Brilliant there this season will have any affect on the sending by this government of an unarmed craft with Mr. Alexander on board, to observe the operations, is not known at present, but it is thought probable that that gentleman will again be at his post there this season on some unarmed craft, and keep our government fully informed, as usual, as to how things are going there.

## STUDYING FISHERIES.

### Japanese Making a Trip on Steam Trawler Spray.

Commissioned by the Japanese government to make a special study of the different phases of the fishing industry as it presents itself to one serving aboard a fisherman, M. Tanaka, a nobleman and merchant of that kingdom, went out yesterday from Boston on board the steam trawler Spray, which left for Georges Banks.

M. Tanaka is preparing a report to be submitted to the government on his return home and it will embrace conditions existing in the principal fishing ports along the Atlantic coast. It is believed that the report will have a good deal to do with the progress of the fishing industry in Japan, a question now receiving considerable attention from the Japanese government.

Shortly after the Spray went into service, two years ago, another representative of the Mikado went aboard and served as one of the crew, securing data for a report, and the results of M. Tanaka's investigation will be supplementary to the first.



Aug. 26.

**Good Stocks.**

Sch. Preceptor, Capt. Fred Upshell, stocked \$2660 on her recent halibut and shack trip to Bacallieu bank, the crew sharing \$47 each.

Sch. Gladiator, Capt. Fred McKay, stocked \$2582 on her recent shack and halibut trip to Bacallieu, the crew sharing \$56 each.

Sch. Senator, Capt. George Marr, stocked \$1378 on her two weeks trip to LeHave bank, the crew sharing \$30 each.

Aug. 26.

**MACKEREL OFF LIVERPOOL.****Fish Schooling Off There Says Dominion Fish Bureau.**

Mackerel are still fair at Lunenburg and a few are being taken in the nets at Liverpool. The Dominion Fish Bureau also reports that mackerel are schooling off Liverpool. One hundred mackerel were taken in the trap at Whitehead Sunday.

Aug. 26.

**DAILY TIMES FISH BUREAU.****Today's Arrivals and Receipts.**

Sch. James W. Parker, via Boston, 80,000 lbs. fresh fish.

Sch. Lizzie M. Stanley, via Boston, 70,000 lbs. fresh fish.

Sch. Fannie E. Prescott, via Boston, 65,000 lbs. fresh fish.

Sch. Conqueror, via Boston, 80,000 lbs. fresh fish.

Sch. Grace Otis, Rips, 30,000 lbs. salt cod.

Sch. Appomatox, via Boston.

**Today's Fish Market.**

Round pollock, 75 cts. per cwt.; gutted 80 cents.

Salt bank cod, large \$3.75, mediums, \$3.10

Salt Rips, cod, large, \$4.25, mediums, \$3.25; snapper \$2.

Salt Georges cod, large \$4.25, mediums, \$3.25.

Salt bank dory handline cod, \$3.87 1-2 per cwt. for large and \$3.25 for mediums.

Grand Bank fresh cod, \$2.00 per cwt. for large, \$1.60 for mediums.

Bank halibut 6 cts. per lb. for white and 4 cts. for gray.

Salt pollock, \$1.50; salt haddock, \$1.50.

Fresh mackerel, 36 cts. each for large and 22 1-2 cents for mediums.

Salt mackerel, \$8.75 to \$21 per bbl., according to quality.

Eastern salt shack trip cod, \$3.80 per cwt. for large and \$3.15 for markets.

Splitting prices for fresh fish, Western cod, large, \$2.30; mediums, \$1.75; Eastern cod, large, \$2; medium, \$1.60; cusk, \$1.65; haddock, \$1.00; hake, 85 cts.; pollock, to 80 cts.

**Boston.**

Sch. Olive F. Hutchins 16,000 haddock 14,000 cod.

Sch. Mattakesett, 20,000 haddock, 5000 cod, 3000 hake.

Sch. Hattie F. Knowlton.

Sch. Hobo, 16 swordfish.

Sch. Mary E. Cooney, 50,000 haddock, 30,000 cod, 3 swordfish.

Sch. Catherine and Ellen, 25,000 haddock, 30,000 cod, 10,000 hake.

Sch. Catherine G. Burke, 18,000 haddock, 50,000 cod, 10,000 hake.

Sch. Winnifred, 30,000 haddock, 8000 cod, 10,000 hake.

Sch. Ellen C. Burke, 14,000 haddock, 20,000 cod, 15,000 hake.

Sch. Nokomis, 15 swordfish.

Sch. Belbina P. Domingoes, 50,000 haddock, 20,000 cod.

Sch. Muriel, 24,000 haddock, 12,000 cod, 8000 hake.

Sch. Frances Whalen, 40,000 haddock, 30,000 cod.

Sch. Manhasset, 30,000 haddock, 25,000 cod, 40,000 hake.

Sch. Quonnapowit, 18,000 haddock, 6000 cod, 5000 hake, 3000 pollock.

Sch. William A. Morse, 10,000 haddock, 2000 cod, 16,000 hake.

Sch. Flavilla, 17,000 haddock, 12,000 cod.

Sch. George E. Lane, Jr., 20,000 cod.

Sch. Oliver F. Killam, 19,000 cod.

Sch. Gladys and Sabra, 17,000 cod.

Sch. Alcina, 10,000 cod.

Sch. Julietta, 33 swordfish.

Haddock, \$2 per cwt.; large cod, \$2.50 to \$2.60, market cod, \$1.75; hake, 60 cts. to \$1.50; pollock, \$2.50; swordfish, 11 cts. per lb.

Aug. 27.

**Driven from Providence to Boston To Fish.**

Dogfish are responsible for the appearance in Boston of a number of Provincetown small boat fishermen, who will make that port the base of operations for the present. The dogfish have driven the fish out of waters adjacent to Cape Cod, and rather than remain idle the Portuguese of the Provincetown mosquito fleet will cast their lot until conditions improve with the Sicilians who make headquarters at T and Commercial wharves in the fishery about Boston bay. Among the Provincetown boats that started Tuesday from the upper harbor was the Santa Rosa, a typical power dory of the sea-going type, with crew of three men.

Aug. 27.

**FOR CLEANING CODFISH.****E. A. Smith of Iron Chink Fame Perfects Machine.****Expected That It Will Soon Be Seen in Operation Here.**

The Pacific Fisherman says:

"E. A. Smith, the inventor of the 'Iron Chink,' the efficient fish cleaning machine that has revolutionized methods of operation in many of the salmon canneries of the Pacific Coast, is at present working on a machine to clean and remove the backbone from codfish. This new machine, which has already been proved successful at the factory, takes the fish as they come from the schooner, removes the head by cutting the throat and breaking the back part of the neck to save the meat on the skull."

"The machine also splits the codfish and takes out the backbone without taking any of the meat, effecting a large saving over the hand-method of cleaning. The new machine is similar to the 'Iron Chink,' but has special attachments and improvements for codfish. It is just being completed and as soon as it is done, will be placed in the codfish plant of King & Winge at West Seattle, where it will be demonstrated for thirty days."

Mr. Smith was here several months ago and had several conferences with some of our leading fish dealers regarding cleaning and splitting fish by machinery and told them that one of his famous Iron Chinks, with a few changes he could make, would easily do the work of many men. Before he left he said that he should immediately go to work on the machine on his return. From the above article it would seem that he already has it completed and in operation.

It will doubtless be seen here soon, as Mr. Smith said that he should surely bring one to Gloucester, set it up and operate it and show just what it could do and how fast! it could do it. He promised the fish firms here that he would open their eyes on fish splitting and cleaning.

**LOCAL FISH MEN.****Interested in New Fish Company Incorporated at Tacoma.**

The Pacific Fisheries Company, capitalized at \$20,000, filed articles of incorporation at Tacoma, August 7, in which Herman E. Pool, Gardner Pool, Robert W. Barclay and E. M. Chester are named as trustees. The officers are Herman E. Pool, president, David I. Robinson, vice-president, and Gardner Pool secretary and treasurer.

Messrs. Herman E. and Gardner Pool are both formerly of this city, being sons of Capt. Samuel G. Pool and Mr. Robinson, as is well known, is county treasurer and one of the officers of the American Fish Co.

Aug. 27.

**SQUID ON GEORGES.****But Vessels Have Not Been Able To Jig Them.**

Incoming vessels from Georges report squid on the bank, but they are not able to jig them. The crews have been getting them in the fish caught, however, and using them for bait with good success on the codfish.

Aug. 27.

**WAR TO THE KNIFE.****Nahant Fishermen Blame "Guineas" for All Their Troubles.**

War to the knife has been declared between the Nahant, Lynn and Swampscott boat fishermen and the Italians or "Guinea" fishermen from Boston who have invaded that section with their big motor dories. The Nahanters say the "Guineas" are the most lawless lot that ever came to Lynn harbor. The former claim that because of the operations of the latter in torching herring, that the price of this bait commodity dropped from \$2.50 to 50 cents per barrel and has only got back to \$1.50. The Nahanters also claim that the Italians sleep on board their boats because their own are too filthy and that they are also responsible for the thousands of dead herring cast upon the shore.

It is also claimed that the "Guineas" anchor their boats in a string and block the channel and also cut away the barrel marks of the channel so that they will not run into them in the night.

Aug. 27.

**MACKEREL AT PORTLAND.****Sch. Elmer E. Gray Had 3000 Count Yesterday Afternoon.**

Sch. Elmer E. Gray, Capt. Frank Enslo, arrived at Portland yesterday afternoon with 3000 fresh mackerel, which sold at 20 cents each. This is the second trip for the Gray at Portland since the fish began to show on the Maine coast.

**Pleasant Social.**

Despite the inclement weather of last night, the assembly of Co. G, 8th Regiment, M. V. M., at the Prospect street armory was well attended and proved a most enjoyable event. The floor was in fine condition, the music excellent and everybody sociable elements all tending to make the affair a decided success.

**Had Trip of Shad.**

Sch. Thomas J. Carroll, Capt. Charles Forbes, one of the seining fleet, was at Southwest Harbor, Me., yesterday with 150 barrels of shad.

Aug. 27.

**GOOD FRESH FARES.****Boston Market Dull and Many Will Come to This Port To Split.**

Fresh fish continue in liberal receipt at T wharf, Boston, many of the vessels having big fares. The bad weather has had the effect of holding the fleet in and in consequence this morning the dock is piled full of vessels. The market continues dull and several of the big trips will come here to split.

Sch. Georgianna, Capt. Thomas McComiskey, has the high trip there today, 100,000 pounds of fresh fish and 4000 pounds of halibut. She will bring her trip to this port to split.

Other fine trips at T wharf today are sch. Pontiac, 62,000 pounds; sch. Edith Silveira, 70,000; sch. Flora J. Sears, 85,000; sch. Hortense, 80,000; sch. Mary B. Greer, 55,000; and sch. Mary C. Santos, 80,000. Some of these will also come here to split.

Aug. 27.

**JAPANESE SCHOONER LOST.****Was Engaged in the Pacific Halibut Fishery.**

The Japanese halibut sch. Sunburst has gone ashore at Hospital Point, Victoria, B. C., harbor, and is so badly damaged that it will be a long and expensive job to float her. The craft is almost broken in two. She was engaged in halibuting off Cape Mudge and brought her catches to the New England Fish Co. at Vancouver, B. C. She was a craft with big sail area and also had a 40 horse power gasoline engine.

**Big Lobster Shipment.**

Ten thousand cases of canned lobsters were shipped on the steamer St. John's City for London, from Halifax on Saturday last. It is expected that value of lobster shipments from Halifax this season will exceed one million dollars.